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THIS IS UNEVALUATED INFORMATION

Air transport plays absolutely no role in the supply of Soviet troops at the present time. [] no plans for air supply although the Air Force may have made its own plans for the supply of its units. The rear services is concerned with air supply only to the extent that it would process documents and release material from its warehouses.

2.

Numerous Soviet Army units still rely upon horse-drawn transport; artillery and infantry divisions in particular. Border troops also employ horses for their specific duties. [] there are two reasons for the continued use of horses: (1) the lack of roads inside the USSR, and (2) the lack of motor transport. All units outside the USSR are motorized; however, [] estimate that about 20% of the entire army still relies upon horse-drawn transportation.

Many Soviet units still rely upon foreign-made transport. For example, one regiment [] contained 87 trucks and only three were of Soviet manufacture. Many other foreign made vehicles are kept in preservation by the Soviets (i.e., tires are removed and trucks which are stored on blocks receive constant lubrication and mechanical checks.) [] 50% of all motor transport within the USSR is of American manufacture, while 75% of all transport is of foreign make.

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There is no organization of operating rail personnel in the Soviet Army other than among security troops. At army level there is a section with a military command covering railroad transport; however, there is no organization among the railway personnel as among army units. In time of war the entire rail net is under military control but the changeover from its peacetime operation is hardly noticeable. Even in peacetime, rail personnel possess simulated ranks and wear uniforms. The civilian railway personnel have very little distinction from army personnel in peacetime. For one thing, however, they don't have to take the military oath administered to members of the armed forces. The responsibility for rail transport belongs to the Ministry of Railroad Transport. A few officers and enlisted men are assigned to it in administrative positions.

Army rail repair and construction units do, however, exist. Directly under the front (army group), there is an engineer brigade with responsibility for reconstructing bridges, rails, etc. Each brigade consists of three or four battalions of railway engineer troops with repair trains and other necessary equipment with which to repair or build rail lines.

5. [redacted] the transfer of goods and equipment from the broad gauge tracks of the USSR to the narrower gauge tracks of western Europe [redacted]

[redacted] doesn't play a very great role in the Soviet transport picture or in the supplying of her forces in Europe. [redacted] of these transfer points would not greatly handicap the Soviets. There are transfer points for transloading at many places along the Soviet western borders. Moreover, European gauge extends a distance of 25 kilometers into the USSR at these transloading points, and transfer facilities exist all along the way. [redacted] the Soviets would build their gauge tracks along side of the European rail network in the event of hostilities.

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PCL supplies are normally sent to the various levels of command by railroad tank cars. At division and regiment, gasoline trucks may be used. Storage for fuel is customarily provided by tanks sunken into the earth. In rear bases, horizontal tanks are set up on the ground, and tank railroad cars or tank trucks load up with the fuel and send it on forward. Barrels and other containers are used for storage at lower echelons.

Motor transport is poorly developed within the Soviet Army and the USSR because there is not enough of it and the supply of motor fuel is inadequate. There are very sharp restrictions on its use in the Soviet Army. The allotment [redacted] was 300 liters per month in Germany, [redacted] of all military vehicles. If the amount of gasoline was used up before the end of the month, no more was forthcoming; however, any unused portions of the ration could be carried over from month to month. Truck transport is used only for short

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hauls, usually no further than from one unit to the next lower (or higher) echelon. Long distance hauling of supplies by motor transport in the Army is practically non-existent. There is almost no private ownership of motor vehicles. No one owns privately a truck, and very few people in the USSR own cars. Repair and maintenance is poor because there are no spare parts. It took for example, two months [redacted] truck to be repaired on this account.

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Soviet railways are very weak because they are not extensive and there is not enough rolling stock. The operation of them is very poor -- due, to a large extent, to the highly bureaucratic structure of the system. Loading facilities are not modern. Within the USSR, loading is done by hand because of this lack of modern loading devices. These facilities are, however, better in Germany and the other occupied countries. Also, loading ramps within the Soviet Union were usually improvised and were made of stones and filled with sand for the most part. Wood was rarely used for this purpose.

[redacted] the major weaknesses of the Soviet Water Transport Net can be attributed to several things. Here again, bureaucracy is the fundamental weakness. "The spirit of the collective farm" is everywhere. This especially affects the development of water transportation.

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The moving stock is not large enough and during the winter season, due to the severity of the climate, the waterways of the USSR may be closed to shipping for half a year or longer. Of course, it is then that the railway system is vastly overburdened and most vulnerable.

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